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Business Notices.

"ALDERNEY BRAND" CONDENSED MILK.

DESKS, TABLES, BOOKCASES, CHAIRS, &c.

Manufactured by T. G. REELEY, 111 Fulton st.

OFFICE FURNITURE IN GREAT VARIETY.

Shayne's Perfect-Fitting Sealers, Scales, &c.

Shayne's Sealers, Scales, &c. 10 to 15 p. m.

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seems to be good reason, therefore, for the general congratulation which everybody has indulged in on learning of these confagurations. Three narrow escapes, however, should be a warning to the owners of our other theatres, most of which are by no means what they ought to be in regard to safety. We have had three fortunate fires. It will not do to presume on our good luck.

The world's attention is so taken up with the Tonguin affair that the conduct of the French at Madagascar attracts comparatively little attention. There seems to be no doubt, however, that the French commander there is carrying on his campaign against the Hovas with cruelty, and in defiance of all the laws of civilized warfare. Several defenceless towns have been shelled apparently from mere wantonness. At Vohemar no notice was given by the French even to the British citizens, who consequently lost everything they had and were in great danger. England is in the habit of looking after the interests and rights of Englishmen with a good deal of energy, and perhaps the French Republic will hear of this matter again. One would think that the Shaw incident might have taught the commander of the French fleet to be prudent.

Sentiment in favor of admitting American pork into the Empire seems to be increasing in Germany. According to the American Consul at Barmen, the Chamber of Commerce at that place has recently addressed a protest to the Imperial Government against the prohibition of the importation of our hog products. Many other commercial bodies, he says, are doing the same. The fear of retaliation by our Government undoubtedly has something to do with the efforts of dealers to get the embargo raised, and possibly the recent action of France in this matter has had a wholesome influence; at all events, the movement speaks well for the intelligence and good sense of the German people. The trouble is that Prince Bismarck is not in the habit of paying the slightest attention to protests or petitions.

WHY AN INVESTIGATION WAS STOPPED.

After reading the revelations in to-day's *TRIBUNE* in regard to the Public Works Department, it will not be difficult for any person to determine why the investigation began so suddenly abandoned. Enough was developed to show the existence of maladministration and abuses of an alarming character. It was proven that men were hired in the Public Works Department to serve until after election-time who were not required to do any work. When such facts as these came to be developed before the Committee, in the interest of Democratic peace and harmony, the investigation was abandoned. No doubt the new Senate will afford Mr. Thompson an opportunity to explain in a way he has not yet been able to attain the extraordinary facts in regard to unbalanced bids and other abuses in his department, which have already been exposed in *THE TRIBUNE*.

But we do not believe that honest Democrats, any more than honest Republicans, will uphold Mr. Thompson. The abuses in his department have been allowed to exist because their character and extent were unknown. It is inconceivable that any honest man would sustain a system that leads to the payment of a great deal more for the repair of a sewer than the cost of a new one. But that is what has resulted from Mr. Thompson's practice of evading the plain requirements of the statute in regard to contracts. This system of giving out work in 999 orders, if within the letter of the law, which there is strong reason to doubt, is none the less reprehensible. The Grand Jury should give this question a searching investigation in the light of the statute as interpreted by Judge Davis.

There is probably no system of municipal government in this country that would permit of the expenditure of public money in such a loose and scandalous way as that of which details are given to-day, in connection with the restoring of pavements. The work is not done by contract, nor is it done by employees of the city, as in Brooklyn, but is given out to a political favorite in the same manner that repairs are made to sewers. But the orders are drawn in blank, and in such a loose manner that there is practically no check on the outside person who does the work. His profits may be 50 per cent, or, as in the sewer case, 900 per cent. He may keep the money himself or turn it into the coffers of his firm. But there is one thing sure: no part of this enormous profit is turned into the city treasury. Why the statute is evaded in order to benefit in this way Mr. Thompson's political and personal friends is one of the questions that ought to engage the earnest attention of the Grand Jury.

BE PATIENT WITH THEM.

We trust that the Democracy of the rest of the country will not be angry with the Democrats of this, the greatest of the Democratic strongholds, because of their failure to exclaim with their brethren that the Republican party must go. The failure is due primarily to *THE TRIBUNE*. We are entirely to blame. We have not remarked that the Democratic party must go. Oh, no. We have simply laid bare a state of things demonstrating that Democratic administration in this metropolis was a curse to the metropolis, since it meant a wicked and utterly inexcusable misuse of the public money. We have made it so clear that he who runs may read that the taxpayers have been and are being robbed in order that certain political favorites may grow rich. The consequence of our exposure has been to strike the local Democracy dumb, so far as weeping over the alleged sins of their political opponents is concerned. They have been furnished with proof conclusive that the beams in their own eyes are unusually well developed, and for the present they are giving their whole time to the contemplation of these embarrassing beams. Hence they have no time to insist that the Republican party must go; or if they perchance have any leisure for the exercise, they cannot summon the necessary brass.

They are aware that no one of our damaging statements in relation to Mr. Commissioner Thompson's scandalous methods of conducting a great department has been shown to be unwarranted. They are aware, too, that these statements have attracted the public attention all over the United States, and are regarded as most valuable as showing the condition and tendency of the Democratic party to-day in New-York city where it has free course. What use does it make of its great opportunity? The facts that *THE TRIBUNE* has dragged to light answer this question.

No wonder the local Democracy has nothing particular to say just now, and yet silence is a confession of party unworthiness.

MR. FORSTER'S SPEECH.

Mr. Forster's speech at Bradford evinces political independence and practical sagacity. In contending that any franchise bill introduced during the approaching session of Parliament must include Ireland, he supports the views entertained by Mr. Chamberlain, a political rival whom he has reason to distrust and dislike. He has the manliness to avow his con-

viction that on this question the Radical leader has spoken wisely. Meeting the objection that the enlargement of the suffrage in Ireland may increase the number of Mr. Parnell's followers, he makes the remark that it will be wiser for the Government to meet them in Parliament than in the country perpetrating outrages. To this he adds the shrewd surmise that the Irish leader in his heart is anxious to have the Government exclude the island from the benefits of the reform bill so that he can add to the number of his adherents. This is undoubtedly true. Mr. Parnell is not unwilling to have England act unjustly in this matter of the suffrage. Injustice at Westminster will promote his political purposes by estranging Ireland and prolonging the period of agitation and lawlessness.

This question of the inclusion of Ireland in the benefits of the Reform bill is not one that requires argument. The British theory is that the island is an integral part of the United Kingdom and as such is entitled to representation at Westminster in proportion to its population. The Irish delegation is numerically as large as it ought to be. There is no ground for complaint on that score. But that delegation ought also to be elected under the same conditions of suffrage in borough and county which are recognized in England, Wales and Scotland. Borough suffrage in Ireland is not to-day on the same level with borough suffrage in the remainder of the United Kingdom. This is a legitimate grievance, and if the island be excluded from the proposed reform of the county suffrage, the injustice will be doubled. If Ireland be an integral part of the United Kingdom, it ought to enjoy the benefits of a common scheme of citizenship and suffrage. Mr. Forster recognizes this fact in his patriotic and statesmanlike speech, overcoming personal prejudices and emphasizing Mr. Chamberlain's demands. His argument seems to us unanswerable.

REPUBLICANS AT THE SOUTH.

General Longstreet thinks "the only chance of there ever being a Republican party in the South is to carry Virginia. There is going to be a strong effort to carry it in the next election. If it is not carried then, the last chance of the Republicans in the South will be lost." In General Longstreet's opinion. But what had the Republicans in the South to gain from the success of the Mahone Readjusters? How could it be said that their success would have given the Republican party a chance, and that their failure next year would take its last chance away? There is but one sense in which this can possibly be true. If Bourbon Democracy intends and has the power to suppress free voting in the South, and the Mahone party is the only one that can combat that tyranny with success, then it may be said with truth that such a Republican party as may exist in co-operation with the Mahone Readjusters might prevail if they could prevent it.

But is that a Republican party? Can it be said that Republican principles are in harmony with the aims of the Readjusters, or can in any way be promoted by their success? It must be confessed that this is not quite clear. The Readjusters do not claim to accept Republican principles. They are at war with the Republican party on one vital matter—the maintenance of public faith. Four-fifths of the Republicans in the country consider the course of General Mahone and his associates objectionable. It is hard to see how Republican convictions as to financial questions can be reconciled with the position taken hitherto by the Mahone party. They seek freedom of elections, and that is a good thing; one which Republicans everywhere seek. But would Republican principles be in any way promoted otherwise by the success of the Mahone party?

At the North, the Republican party would inevitably be weakened by such dependence upon Readjusters at the South. And the Republican party must look for its votes to the North. Its chance of getting any electoral votes from the Southern States is small at the best, and would be improved by the Mahone party only if it should openly espouse the cause of Republican candidates, which it has not yet done. Nor is it at all sure that the Mahone party could keep itself together as a political force in the Southern States if it should openly espouse the cause of Republican candidates. At the utmost, a few electoral votes at the South might possibly be gained by depending upon this sort of aid, but it would be at the risk of losing many more at the North.

The Republican party has no business to disregard its principles and pledges. It has some strength because of its fidelity to those principles, and for no other reason. No one can guess how much it would lose by depending upon an alliance deemed by the Northern voters a betrayal of its convictions. When the Mahone party is ready to advocate Republican principles, openly and without reservation, honorable and advantageous alliance is possible. Until then, the Republicans had better look to the intelligence and the convictions of Northern voters for success, as they have done hitherto.

A VERY REMARKABLE CASE.

The Dwight case, in which a verdict has just been found for the plaintiff, is one of the most remarkable insurance suits ever tried. Colonel Dwight had insured his life in a number of companies, the aggregate amount of the policies being over \$150,000. He died quite suddenly, and when he had paid but one premium on most of the policies. One company paid its policy on demand, but the others refused to do so, and a test case having been agreed upon, they undertook to prove that the deceased had committed suicide, as the culmination of a deliberate scheme to defraud the companies with which he had insured his life.

The medical testimony was very conflicting, and of a character to confound any jury. The medical witnesses for the defence swore positively that the death of Colonel Dwight was caused by strangulation, the immediate cause being asphyxia. They described the state of the internal organs at the post mortem as being wholly incompatible with the hypothesis of death from disease. They declared that the lungs were full of air, that the brain was engorged with blood, that there was no morbid process in any of the internal organs. They further alleged that the body bore a deep crease in the neck, such as could only have been caused by constriction, and which a rope would have produced. The medical witnesses for the plaintiff, on the other hand, as positively expressed their belief that Colonel Dwight died from natural causes. They declared that the crease in the neck was caused by bending the head back, and that it was evidently not the effect of constriction. They found the lungs in a normal condition, and they fully accounted for the death by disease. It was charged on the part of the defence that Dwight had spitting of blood when he applied for a policy, and that he had concealed this affection. Upon this point a mass of medical testimony was adduced, and if some of it is to be believed it would seem that spitting of blood should be regarded rather as evidence of peculiarly robust health than as a sign of pulmonary disease.

The theory of the defence, that Colonel

Dwight had insured his life for large amounts in order to provide for his family, and then, being unable to pay the premiums, had killed himself, was given a good deal of plausibility by the manner in which it was presented. The plaintiff, however, opposed to it, first, the absence of all direct evidence of suicide; and second, the general purport of the man's life and the character of his testamentary bequests. It was a case in which there was a great deal to be said on both sides. Such attempts to defraud insurance companies have been made. The death of the deceased was very sudden. The condition of his affairs was such that he could not have kept up his payments on the policies. But he does not appear to have been the kind of man one would think at all likely to have recourse to such methods, and the theory of suicide, while not a violent one under the circumstances, could not be advanced beyond the hypothetical stage. Only the medical testimony could have settled it, and that was so hopelessly conflicting that the jury appears to have thrown it out altogether, with the inevitable result of being compelled to find a verdict for the plaintiff on all the points at issue. The old question as to the value of expert medical testimony will, of course, be raised again by the result of this trial.

THE FREE CANAL EXPERIMENT.

With the closing of the season of canal navigation the time has arrived to examine the free canal policy in the light of a year's experience. Has it worked well, so well as to justify its continuance? Or would the State do well to return to tolls?

It appears from statistics furnished by the Superintendent of Public Works that the number of tons carried by the canals this year was 5,775,631, as against 5,450,428 in 1882. This year the total miles of boats cleared was \$2,948; last year it was 68,463. It will be seen that on the main test, that of tonnage, the new policy does not meet popular expectations. There is an increase over last year in this determining particular but it is not large enough, by itself, to justify the costly change that has been made in the management of the canals.

Ex-Governor Seymour, who has made the canal problem a life-long study, in the face of the figures, states that he feels encouraged. He argues that the fact of any increase of tonnage indicates that the turning point for the better has been reached in the history of the canals. He is reported as saying, in a recent conversation, that he is satisfied that under the encouragement now offered there will be a gradual increase of business, provided boatmen and boat builders are not prevented from returning to it by the agitation of the question of abandoning the present free policy. He adds that any agitation now for a change will be worse than useless "because even the friends of the toll system must know that sufficient time has not elapsed to institute a fair test" and that the people will not, therefore, consent to a reversal of the vote which secured "the constitutional amendment last year, without a further trial of its results." We believe there will be a pretty general concurrence in the views thus expressed, so far as they relate to the expediency of giving the policy a fuller test before talking about superseding it. It was only adopted after a debate in which all the pros and cons, theoretical and practical, were fully considered. If this policy proves a failure it may as well be confessed that the canal system has outlived its usefulness. "High tolls" and "low tolls" each have been subjected to a test covering many seasons. It would be the height of folly to abandon "no tolls" after trying the experiment just one season.

Two considerations are to be borne in mind in scanning the figures standing for this year's business. First, the condition in which the canals were kept during the season of 1883. A good deal of testimony has been presented going to show that the locks were in wretched condition, that water needed for navigation was appropriated by mill-owners, and that the State sews were inefficient. In October, 245 boatsmen signed a paper in which they bore witness that "already it is extremely hazardous to navigate this great internal highway of commerce." The other consideration is the need of enlarging the canals. The enlargement scheme met with a good degree of favor last fall, but Governor Cleveland came out against it in his message to the Legislature let it alone. He did not, indeed, oppose the scheme itself but advised that it should not be taken up until the effect of the abolition of tolls was fully apparent.

It certainly is in order to inquire whether the free canal policy has had a fair chance on waterways which confessedly need enlargement and which on the testimony of experts are so greatly out of repair as to render navigation on them "extremely hazardous."

PREVENTION BETTER THAN CURE.

The strongest argument that can be used for the immediate strengthening of our Navy and coast defences consists in the fact that in the event of a foreign war we should have to depend for safety upon whatever means of protection we then possessed. Considerations of the extent of the National resources are not relevant here, for whatever those resources may be, if they are not available when the need arises they will be to all practical intents non-existent. Nor can we solace ourselves with the assurance that, even if we suffer at first because of our want of preparation, we shall be able to recover ourselves subsequently, and by degrees regain equality with our enemy. The resources of France are practically inexhaustible, but they were powerless to save her in her extremity, and for the obvious reason that the Germans would not give her time or opportunity to utilize them.

It is true that we need not fear invasion, but so much of our wealth and commerce is focussed upon our seaboard that a successful attack upon that would rapidly reduce us to perilous straits. In our present defenceless condition an enemy destroy or hold to ransom any or all of our seaports, and all of our dockyards and public and private ship-building establishments. The same fleet, having thus paralyzed our defensive power on the coast, could prevent us from regaining possession of the principal points on the seaboard. We should then be driven to make the most frantic preparations with the means remaining to us, but of what avail would they be? How long would our commerce survive the paralysis of its central organization? After New-York, Boston, Philadelphia, Washington and other important places had fallen into the hands of the enemy, with what hope would the work of resistance be carried on? Our immense resources would be left to us, but, precisely as in the case of France, they would not be available for the needs of the hour. And it must not be forgotten that the enemy would be carrying on his campaign while we were making our preparations, and he, having been ready from the first, would only have to redouble his blows upon our naked sides. Those who imagine that in such a state of things it would be possible to conduct a foreign war to a successful issue can hardly have given the question much serious thought.

The first necessity, in the event of war, is

ability to repel the attacks of the enemy upon our weakest points. In order that we may gain time for further preparation we must be able to guard at least what may be called the raw material of our defences. To let an enemy seize all our ports and destroy all our seaboard cities before beginning to stir effectively in our own defence would be to let judgment go against us by default. Our last war was against an enemy who was even less prepared than ourselves, but we can expect no such conditions in a war with any European Power, and least of all with England. In the event of war with a great naval Power we should be beaten at the outset if we were unable to defend our coasts and ports, and all our great resources would prove unavailing to save us, simply because preparation is a matter of time, and the necessary time would be denied us. For these reasons it is the imperative duty of Congress to make present provision for the creation of so much of a navy as is needed for defensive purposes, and to see that our coast fortifications are improved and armed so as to render them fit custodians of the enormous interests entrusted to them.

THE THIRTEEN CHARGES AGAINST THE PUBLIC WORKS DEPARTMENT.

They will be. It will then remain to be seen how vigorously Mr. Hubert O. Thompson's personal and political intimate, the new District-Attorney, will prosecute them.

The French have in Anam a new illustration of the fate of puppet-kings. Taking advantage of the death of Tudue late in July, they dispatched a fleet to bombard Hué and hastily concluded a treaty with one of the claimants to the throne. Hiepheima became King by virtue of the foreign ironclads and gunboats present in the harbor, and his rival took refuge in the mountains. The French fleet sailed away, carrying the tidings that the Anamese troops were to be withdrawn from the frontier and that the invaders were at liberty to occupy the delta and to control the river routes leading into Chinese territory. Four months have barely elapsed, and now there is no longer a French King in Anam. The fact that his pretensions had been recognized by a European Power was fatal to his authority over his subjects. He has fallen a victim to a murderous conspiracy in the interest either of his rival or of the Chinese mandarins. The French fleet will again have to be dispatched to Hué and a new puppet-king be set on the throne. But what reason will there be for believing that he will be stronger than Hiepheima? The British nominated a second King after their return to Cambodia, but they lost no time in "settling out" of Afghanistan and relieving him of the fatal reputation of being a British puppet. Are the French prepared to "settle out" of Tonquin?

A striking instance of demand without supply is furnished every morning at the North River ferries. The thousands who throng into the city daily from Jersey City, Hoboken and the numerous New Jersey suburbs are left in the mud and filth of West street to pursue on foot their precarious passage to Broadway. Unless the passenger chooses to go half a mile out of his way by the Belt Horse-cars, or to climb the slippery steps of the Ninth Avenue Elevated Road and follow a route still more circuitous, he has absolutely no means of transfer to his place of business. On the East River side of the city each of the Brooklyn ferries has its own direct stage or horse-car connection with the business centres, while the four great North River ferries, each of which brings into the city a generous share of its business population, are left unprotected. A route of cars or stages connecting the centre of the city with the foot of Chambers, Barclay, Cortlandt and Liberty streets, would receive abundant patronage from the suburban population.

PERSONAL.

Mr. Matthew Arnold will lecture in Richmond, Va., next Tuesday evening.

Henry F. Gillie, the manager of the American Exchange in London, has sailed for Liverpool, expecting to come back in January.